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# AN ADDRESS

RESPECTING THE

CHARLESTON & HAMBURGH RAILROAD,

And on the Railroad System as regards a large portion of  
the Southern and Western States of the  
North American Union.

BY ELIAS HORRY,

President of the South Carolina Canal and Railroad  
Company.


Delivered in Charleston, at the Medical College of the State  
of South Carolina, on Wednesday, the 2nd October,  
1833, on the Completion of the Road.

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## AN ADDRESS.

Ladies and Gentlemen:

It becomes my duty, as President of the "South Carolina Canal and Railroad Company," to address you on the completion of the Railroad from Lines' street, near Charleston, to the Town of Hamburgh, on the Savannah River.

The great success of the Railroad System in England, particularly that of the Liverpool and Manchester Road, soon attracted the attention of the other Kingdoms and States of Europe, and simultaneously that of the best informed citizens and the mercantile communities of our American Union.

Our citizens immediately, and correctly saw, that every benefit arising from the system could be extended to every city and town in the United States, and particularly to those near the Atlantic. That, by establishing railroads, so located as to pass into the interior of the several States, every agricultural, commercial, or saleable production, could be brought down from remote parts of the country to these cities and towns; and from them, such returns, as the wants of the inhabitants of the interior required, could be forwarded with great dispatch and economy, thereby forming a perfect system of mercantile exchanges, effected in the shortest possible time, and giving life to a most advantageous commerce.

In South Carolina, particularly in Charleston, a respectable portion of our citizens wisely determined that railroads would be eminently beneficial to the State; that they would revive the diminished commerce of our city and tend to bring back the depreciated value of property to its former standard. In fact, it became necessary that some efficient measure, some great enterprise should be resorted to. Real estate in and near Charleston had sunk to half its former value, and in some instances to less; and this depreciation had extended also to country property. Industry and talent had lost en-

couragement and met not their merited rewards. These evils had commenced and accumulated within a few years and were still progressing; and during this same period the Northern and Eastern States and cities had attained to great and increasing affluence and prosperity, while those of the South were gradually falling into decay. To improve therefore the welfare of Charleston, and forward as much as possible her prosperity and that of the State, our best merchants and most intelligent men decided in favor of the adoption of the railroad system. The plan was that a railroad be located from Charleston to Hamburg, on the Savannah River, and that a branch should be extended from the main line when completed to Columbia, and afterwards another branch to Camden.

The project was grand, and required knowledge and experience to have devised it. A petition was accordingly presented to the Legislature, on this important subject, for the establishment of a company and granting to it a charter.

On the 19th of December, 1827, the Legislature passed an Act to authorize the formation of a company. But this Act was not satisfactory to those citizens who wished to locate a railroad. It served, however, to show the sense of the Legislature as regarded so great an object.

The Legislature was again in session in January, 1828, and on another application the present charter of "The South Carolina Canal and Railroad Company" was granted on the 30th of that month.

This Act was deemed satisfactory. Books for subscriptions to the stock were to be opened on the 17th of March following at Charleston, Columbia, Hamburg and Camden by Commissioners therein appointed. But the system being at that time new, much important information was necessarily to be procured before the opening of the books, and this was required to ascertain in some measure the probable cost of so great an enterprise, its proper location, feasibility of execution, and also to induce our citizens to subscribe to the stock and form a company.

To forward this desirable purpose the Chamber of Commerce met on the 4th of February and appointed a Committee of Ten to "inquire into the effects likely to result to the trade and general interests of the City of Charleston by the establishment of a railroad communication between the city and the town of Hamburgh. And they were authorized to collect and report every information on the subject of railroads which they may deem necessary to form an opinion on the probable cost of and the revenue likely to be derived from the enterprise."

On the 3d of March following Major Black from the Committee made a very lucid report on every point of enquiry wherein the whole matter referred to them is fully discussed; and all the information to be procured from the best practical engineers and writers on canals and railroads was adduced. They proved the relative advantages of railroads over canals, in every respect, as regards the cost of constructions, convenience, expedition, liability to interruption by casualties, expense of attendance and repairs, and the superiority of locomotive engines over horse or animal power. They showed the great preference which had been given to railroads wherever they have been constructed, either in Europe or in the United States, and fully proved the very great importance which a railroad from Charleston to Hamburgh would be to our agricultural and commercial interests, and to the trade and general prosperity of the City of Charleston.

A number of our citizens were also desirous of ascertaining the levels and the situations of the lands, through which the location of a railroad could be made between Charleston and Hamburgh. To obtain this information, two respectable surveyors were employed, and Col. Blanding, of Columbia, gave to them his friendly assistance and experience.

They ascertained that from the Savannah River, near Hamburgh, to the summit, over which the line of location would have to pass, was a distance of about 17 miles, and that the height gradually commenced a few miles from the summit, which could be easily surmounted by a stationary engine

and incline plane; and that there were none other than ordinary obstacles from the summit to Charleston; the Edisto River being crossed by a substantial bridge.

The report of the Committee was published, and that of the Surveyors was on the 15th. of March, laid before the citizens who caused the survey; and before the Commissioners on opening the books.

The Commissioners opened the subscription books on the 17th. of March, Three thousand five hundred and one shares were subscribed for in Charleston. At Columbia, Camden and Hamburg, none.

The true cause for things is seldom known; but I will suppose that the reason for this must have been on account of the system being new and not sufficiently understood; and therefore the inhabitants of the interior wished further information to induce them to engage in so great an enterprise. But the shares taken in Charleston were sufficient to form a Company. And afterwards some shares were taken in the interior of the State, but not to a very large amount.

The Stockholders were organized as a Company on the 12th of May, 1828, by the Commissioners, at the City Hall in Charleston. They elected the late William Aiken, Esq. President, and twelve other gentlemen directors; who, together formed the direction. A similar election has been since annually made on the 1st Monday in May. At the same meeting, a Committee was appointed to draw up By-Laws, which were afterwards accepted. To complete their organization, the Direction elected Mr. Edwin P. Starr, Secretary. This gentleman afterwards resigned, and in December, 1828, Mr. John T. Robertson was elected and has continued in that station to this time.

The Direction entered promptly on the discharge of their duties. Correspondences were formed in England and at the North. Surveyors and civil engineers were employed, and other officers were appointed. Surveys for information were made, and a line with a view to location was nearly completed. The railroad has been commenced agreeably to the stipulations of the Charter. The number of stockholders had increased,

various contracts had been made, and most of the arrangements required for the success of our enterprise were in full progress; when, by an accident unforeseen, but one of those attendant on the vicissitudes of life; we, as it were in an instant, were deprived of our president! He died on the 5th of March, 1831, in the midst of his usefulness.

The Direction assembled immediately, when the following Resolution was passed: "*Resolved*, That this Board deeply "regrets the unexpected and accidental death of its late president, William Aiken, Esq., by which the public has lost an "eminently useful citizen, and the railroad company a judicious, intelligent and patriotic president." This resolution was afterwards respectfully communicated to his family. His monument in St. Philip's Church, characterizes him as "A Public Benefactor, and a Valued Friend." This is literally true; the railroad company will ever entertain a high respect for his memory.

The compass of this address will not permit me to detail the proceedings of the Direction, in the prosecution of this great work; neither is it necessary. Their reports have been regularly made to the Company; also the reports with a view to location, by Dr. Howard, a civil engineer of talents, in the service of the United States; the reports of Horatio Allen, Esq., our chief engineer, full of science and information; and those of Major Black, our intelligent commissioner. All these have been printed for the use of the stockholders, and have been given to the public. Numerous have been the duties of the Direction, and sometimes they have been arduous. They now have the satisfaction to announce to the public the completion of the railroad from the Depository, at Lines street, to Hamburg.

How delightful, fellow citizens, is it to the mind of an individual, when he can reflect, that he has contributed by his exertions to the welfare of his fellow men, and to that of his country. The fact must be acknowledged, and the stockholders of the "South Carolina Canal and Railroad Company," especially those who engaged early in the enterprise,

must feel that delight in a very eminent degree, when they reflect on the public good they have rendered to this State, and to a large portion of their country, by constructing a railroad from the vicinity of Charleston to Hamburg, a distance of 136 miles; and this too through opposition as well as encouragement, and through all the difficulties, labors and expenditures attendant on the execution of so great a work.

The completion of our railroad will be considered an era in the history of South Carolina. The benefits and advantages which will be derived therefrom, and which will accrue to our agricultural and commercial interests, have been already partially tested. At present we can only indulge the hope that we will experience them in an equal degree with those who have engaged in similar enterprises in other States and countries.

Columbia has now turned her attention to the branch suggested in the charter, to be extended to and from that town. Our charter also mentions a branch to Camden; this will be an important subject of consideration after Columbia shall have finished her branch. A railroad located from Camden, through Kershaw and Chesterfield to Cheraw would afford great accommodation to the inhabitants of our northeastern districts, and may bring into our State a large portion of the agricultural productions of North Carolina to be transported to Charleston from Camden or from Columbia. From Cheraw a railroad may hereafter be extended to Fayetteville and Raleigh, North Carolina, and thence to the Roanoke to meet the railroad from Petersburg, Virginia.

Edgefield and Greenville are now making great exertions to extend railroads to Aiken, at the summit of our road. They will no doubt succeed. The line of location from Edgefield has been already surveyed by Mr. Dexter, an excellent civil engineer, lately in our service. A railroad may afterwards be extended to the mountains, and other districts may join in similar works. Funds, however, must be provided for all necessary expenditures, otherwise works of such

extent, magnitude and cost cannot be commenced and completed. But our fellow citizens throughout the State will exert their enterprise and public spirit to accomplish these great undertakings, all tending to promote every individual interest as well as the good of our country.

The advantages to result from our railroad, and all others to be constructed in our State, have already been demonstrated. Our railroad furnishes the most convenient, safest, most certain and expeditious mode of conveyance. Travelers, those from Georgia and Alabama, and even from New Orleans, for 136 miles of the journey, also our citizens from the interior of a large portion of our State, who may wish to visit Charleston, will prefer the railroad, both in coming to our city and returning to their homes. The accommodation will be found so great that many will avail themselves of it, and travel oftener than they otherwise would have done. Space will appear as if diminished. Merchants, persons in business and others, will find that, in many instances, they will be able to attend to their concerns personally without the intervention of agents. Planters within reach of the railroad will prefer it for sending their crops, and the productions of their plantations to market. They may accompany their freights down, transact their business, make their purchases in Charleston, and return with them to their homes, all in a short space of time, and at a very diminished expense.

But there are more advantages which will be derived from the system. Numbers of horses and animals now employed in bringing produce from great distances to a market will be employed in ploughs and in farming operations; and many laborers will be added to those now employed in tilling the earth. Lands which have been neglected will be brought into cultivation. Farms will be established along the lines of location. Villages will grow up at appropriate distances from each other; in them schools will be established for the education of children, and churches and chapels will be

erected for public worship; all tending to the prosperity of the State, the improvement of the mind, and to the extension of civilization.

The profits which will be derived from our railroad cannot as yet be computed, but they must increase rapidly, and will be enhanced as the system progresses in improvement.

In England the skill and science of constructing locomotive engines is said to be yet in its infancy; and that the application of steam power to them is not yet perfected. This is ascertained by the constant improvements which are still made in those engines. In fact, there is no limit to the power of steam. A locomotive engine has been made to surmount an inclined plane one and a half miles long, where the rise was one yard in thirty, and the load fifteen tons; and this was accomplished at the rate of *nine* miles per hour. Locomotive engines have been successfully used in the streets of London, and in other cities of England, and on the improved roads of that country.

The greater the improvement in these engines, the less will be the original cost of railways; for levels may then be varied and adapted to the undulating surface of the country, through which the lines of location will have to pass.

The railroad system will now be adopted by all our neighboring States. They will not forego the great and superior benefits which it will extend to their agriculture and commerce, especially when combined with steam navigation

The application of steam power to navigation has been of the utmost importance to the commerce of the world. Steamboats have been for many years, and are now constantly and successfully employed throughout Europe and America, and we may say everywhere.

The two systems, together with shipping, which has for ages navigated the ocean, and has been long brought to perfection, by the most consummate skill in naval architecture, now give to the commerce of the world all the aid which can be devised by human genius.

Without, however, the agency of steam navigation, some of our largest and most extensive rivers could not afford aid to a reciprocal commerce. And this is on account of their strong currents, from their sources to the ocean. Cargoes to any extent may be brought down; but cargoes, in any proportional extent, cannot be returned up those rivers. A mutual commerce, therefore, could not be effected; and it is only by a liberal and reciprocal intercourse, and by commercial exchanges and associations, that a people can reap the fruits of their labors—of their agriculture, and of their industry, and be brought to a gradual, and afterwards to a high state of civilization. Steam navigation, in a great measure, has remedied these commercial deficiencies.

“As an example of the difficulties of internal navigation, “before the introduction of steam for that purpose, I will “state that on the Mississippi, a river which flows at the rate “of five or six miles an hour, it was the practice of boatmen “who brought down the produce of the interior to New “Orleans to break up their boats, sell their timber, and “afterwards return home slowly by land; and a voyage up “the river from New Orleans to Pittsburgh, on the Ohio, a “distance of about 2,000 miles, could hardly be accomplished, “with the most laborious efforts, within the period of four “months. This voyage is now made by steamboats, with “ease, in 15 or 20 days, and at the rate of not less than five “miles an hour.”

But to carry on an extensive, as well as profitable commerce, commensurate with the agriculture of the country, rivers, even with the assistance of steamboats, are not sufficient to promote or effect the views of the numerous population of the West, now States in the American Confederacy, and advancing in literature and in science. A free and extensive commercial intercourse by land, through all the other States, and particularly those bounded on the Atlantic, becomes absolutely necessary; and this intercourse can only be obtained by every commercial facility being afforded, and

by good and convenient roads, established through the whole country, and to the required extent.

The Middle and Northern States have been long aware of these great objects, and have given, and will continue to give every aid, to promote their commerce with the West. And in return what great benefits have they not reaped, and will continue to reap from their trade with the interior of the country, and with the West? Or who can compute the wealth, arising from that trade, which has for years past been acquired by New York, by Philadelphia, and by Baltimore?

South Carolina is as extensively intersected with public roads, as most of the other States. The Santee Canal, a work executed by a company, has, for years back, rendered great benefits to a portion of the State, by bringing down abundant crops of corn and cotton to the market of Charleston; and our State has made large expenditures on internal improvements. Mr Mills, in his Statistics, published in 1826, mentions that South Carolina, since the year 1816 to that time, had appropriated \$1,712,662 to those important objects, and that the probable *annual* expenditures thereafter required, on those public works, would not exceed \$50,000. Those large expenditures were for clearing and opening rivers, making canals, and in establishing and completing the "State Road," which runs from Charleston to Columbia, and thence to the mountains, and through the Saluda Gap to North Carolina. Such extensive improvements were made, not only for the convenience of the inhabitants of this State, but to facilitate an advantageous commerce with the neighboring States. But these expenditures were all made before the railroad system was known; otherwise they would have been more advantageously applied.

Since the establishment of railroads, particularly of ours, from Charleston to Hamburg, our neighboring States to the west of us have turned their attention earnestly towards internal improvements. An intelligent, prosperous and enterprising people are never long in em-

bracing any system which will be highly beneficial to their interests. They have, for several years, been anxious to transfer as much of their trade as possible to a Southern market; and from the Mississippi and New Orleans to one of the cities near the Atlantic, most suitable to their interest and views. They had several public meetings on this important subject. A Convention was held at Estilville, in Virginia, near the boundary of North Carolina, in June, 1831. At this Convention delegates attended from Kentucky, Virginia and Tennessee, and our railroad company was represented by Mr. Allen, our Chief Engineer, and Col. Henry N. Cruger. It appears from the proceedings that the great object of the Convention was "to collect the best information, in order to obtain and strike out (using its own expression), a new and useful route for the trade of that portion of the Union, to connect the trade of the Ohio River with the great valley of the Tennessee, and with the Southern States;" and to procure surveys of the routes proposed and considered most practicable. It was concurred in, that Pikeville, on the Sandy River, a branch of the Ohio, was a point from which a road was to commence, and that a road should be extended through North and South Carolina, to some Southern market. Our delegates presented to the Convention a communication on the importance of the railroad system, and on the advantages which our railroad would afford; and they demonstrated that Charleston was, and would be, in every respect, the most eligible city for promoting and effecting all their commercial objects, and the views of the State of Tennessee. It appears to me that at this time turnpikes and good wagon roads were those contemplated by this Convention, together with the improvement of the navigation of the Tennessee and Sandy Rivers. On application to the President of the United States Col. Long, an engineer of talents and great practical information, was detailed, and by him very many important surveys were made, and valuable information was afforded; all requisite to carry into effect the objects pro-

posed. Some months after the adjournment of this Convention, a communication was made to our direction from the "Sandy River Committee," informing that the navigation of that river was then so improved as to admit steamboats to pass from the Ohio to Pikeville, and that they wished information as to the best routes to enable them to extend their commerce to Camden, in this State.

The communication was published, and soon after Col. Blanding, in a letter addressed to the direction, gave all the information respecting the proper routes for bringing the trade from Pikeville, or the Ohio River, either to Camden or Columbia; whence commercial exchanges could be made with Charleston.

Col Blanding's letter was also published; and from that period it was understood by all parties that Charleston was the city, near the Atlantic, contemplated to afford a Southern market for the productions of a large portion of the West. There can be no doubt but that this preference was caused by the judicious location of our railroad to Hamburg; and this has, in a measure, been proved, for our locomotives had not progressed further than Branchville and Midway, when application was made, in writing, by a gentleman from New York, "wishing to be informed, at the request of the Tennessee purchasers in New York, of the rates of passage and freight on the Charleston Railroad, the time that will be occupied in reaching Hamburg, and the probable time in which the road would be completed; it being their wish to ship their goods from New York to Charleston, and from thence to transport them, by way of the railroad, to Tennessee."

An answer was given by our Secretary, stating the information required. The object of the purchasers was unquestionably to avoid a more circuitous transportation, or to avoid the dangerous navigation of the Gulph of Mexico, and of the Mississippi, and to procure their returns of merchandize with greater certainty and dispatch, and on better terms.

As regards the dangers attending the navigation of that extensive and rapid river, our experience has been acquired by the frequent losses of boats in their passage down to New Orleans, and of the consequent loss of property, and sometimes of lives. That New Orleans will ever be a very important city, is undeniable. She will ever carry on an immense commerce by means of the Mississippi and the Gulph of Mexico with the West, with Europe, with the other States, and with all nations. The State of Louisiana alone will afford her an extensive commerce. But that city labours under disadvantages, not attendant in the same degree, on the cities near the Atlantic. Voyages to and from Europe are much longer. She is situated 105 miles up a fresh water river. Her location is extremely low, and her climate very warm. These circumstances, of themselves, will cause diseases to prevail constantly, deadly to strangers, and even to the inhabitants. Ships, and all vessels from Europe or the Atlantic States, trading with New Orleans, must pass the Florida Keys or the Gulph of Mexico. This navigation has always been deemed comparatively dangerous; and the Gulph and the West India seas are often infested with pirates.

These disadvantages a respectable portion of the West wish to avoid. A safe and direct commerce is anxiously desired, and this can only be procured by the railroad system; by railroads extended from Knoxville, Tennessee, through the western part of North Carolina, through the upper country of South Carolina, thence to our railroad, and to Charleston.

I will now make some observations relative to our city. On the prosperity of Charleston rests, in an eminent degree, the prosperity of the State. No agricultural country can succeed and become opulent and distinguished without commerce. A city will increase in importance in proportion to the agricultural and commercial wealth of the State; the resources which the State can give her, and the enterprize of her citizens. All must combine for the prosperity of the whole.

If we examine, on a chart, or on a map of the United States, the sea-coast from New York to New Orleans, we can find no city better situated for an extensive commerce than Charleston; or so well suited, in every respect, as a Southern market for the trade of the West; and particularly, since the establishment of our railroad to Hamburg. And until the other contemplated railroads can be located and completed, a very considerable Western and Northwestern trade can, by wagons, be carried on by means of the public roads, to and from our railroad, at Hamburg, at Aiken, at the summit, at Blackville, at Midway, and at Branchville, or Edisto. The public roads of our State extend in various directions, and to the mountains and our northern boundary, and in the manner best suited to the wagon trade; and from thence, the distance of about 100 miles, or, at the extent, 120, will take us to Knoxville, on the Tennessee River. Accommodations of every kind, and every required aid, can be furnished to strangers in Charleston.

As a city, none other in the United States, or elsewhere, surpasses Charleston for health. Her inhabitants, either natives or those who have settled there, and have become habituated to her air or climate, enjoy uniform health, and many have lived to great ages. Strangers, and those of them who are men in business, visit and remain in Charleston, without risk, three-fourths of the year, and in cases of emergency, Sullivan's Island is an immediate resource; and opportunities always offer for them to remove to wherever they may wish to retire until the month of November, when all may return with safety.

As a commercial seaport, Charleston has very superior advantages. Vessels drawing from 16 to 18 feet of water pass the bar at common tides. There can be no doubt but that our port is admirably adapted for a Naval Station for all sloops of war, and vessels below that grade, and particularly for those vessels of our Navy ordered into service to protect our commerce in the Gulph of Mexico, and in the West

India seas. This is the opinion, as I have heard, of some of our best informed naval men. Besides, our State produces the best ship timber. Live oak abounds, and we have in our city excellent ship carpenters, and workmen skilful in their several departments of the mechanic arts. And should, in the establishment of a Navy Yard, and for erecting appropriate buildings, granite, as well as brick and timber, be required, it could be brought down from Columbia to the full extent of the quantity demanded.

The harbour of Charleston is spacious, is at all times safe and secure, and is contiguous to the ocean; its water is deep, and is never frozen. The wharves of our city are excellent, and improvements are constantly made on them. There the largest vessels land and take in their cargoes; the stores and warehouses thereon, and in the city, are of the best kind, large and secure, and are sufficient for a very extensive commerce; and if, in our future prosperity, more warehouses and stores shall be required, they will be promptly built. Everything will be done to promote commerce.

There is no port on the Gulph of Mexico more convenient for commerce than that of Charleston; there are no obstacles to contend with, and, on a comparison of voyages, I have been informed by mercantile men that three can be performed to and from Europe in the same time which it takes to make two voyages to and from Europe and New Orleans. In fact, there is no city on our coasts better suited for the trade of Europe or the West Indies, or with our sister States, or with any country.

Our State abounds in wealth, and our staples are sought after by a large portion of the world. What we require are liberal, free and extensive commercial exchanges; a trade commensurate with our great advantages, and such as will give full encouragement to our agriculture. Our best interests prompt us to procure, by means of the railroad system, an ample portion of the trade and commerce of the West, and to this end we are bound to ourselves to use our best

exertions. The West looks towards us with anxiety, and we must use our energies, and not disappoint ourselves, and that highly respectable and valuable portion of our Union.

I must now request your attention to the important proceedings which took place last year in North Carolina. A Western and Atlantic Railroad Convention was held at Asheville, in Buncombe County, on the 3d and 4th days of September, 1832, pursuant to resolutions passed by the citizens of that County, on the 4th of July preceding, to invite their fellow-citizens of Tennessee, and of North and South Carolina, who felt an interest in connecting the navigable waters of the West with the Atlantic, by a railroad up the French Broad River, to assemble in Convention.

Twenty-eight delegates attended. Eight from four Counties of Tennessee, and twenty from three Counties of North Carolina.

A motion was made by General Alexander Anderson, of Tennessee, that the Convention be organized by the appointment of Mitchel King, Esq., of Charleston, South Carolina, then a delegate from Buncombe, Chairman; and Colonel Samuel Chunn, of Ashville, Secretary.

The object of the meeting was explained in a brief, but lucid address from the chair.

General Anderson then addressed the Convention in an able and impressive manner, and pointed out the many and great advantages that would be produced by the contemplated railroad, not less in a political than commercial point of view, so indissolubly connecting the Southern and Western interests, strengthening the bonds of Union, and thereby perpetuating all the blessings of our valuable institutions.

The General then offered four resolutions, which were adopted. The third was that a committee be appointed by the Chairman, for each of the States of Tennessee, North Carolina and South Carolina, who shall be charged with all matters of interest appertaining to the railroad, by which it is proposed to connect the Western waters with the Atlantic;

and that the committee of Tennessee be called the "Tennessee, Western and Atlantic Railroad Committee," and those of North and South Carolina be distinguished in a like manner. By the fourth it was resolved, that the respective committees designated be requested to correspond with each other, and to act in unison in regard to the interest with which they are charged. These committees were afterwards appointed by the Chairman. (That for South Carolina is formed by Elias Horry, the Hon. William Drayton, the Hon. C. J. Colcock, the Hon. J. R. Poinsett, Dr. Joseph Johnson, and Mitchel King, Esq., the Chairman, was added by the Convention.) Judge Furman, of North Carolina, fully approved and advocated the principle of railroad communications, and adverted to the improvements already executed in the North, and the many advantages which must result from the works proposed. Two committees were formed from the delegates of the two States.

Judge Furman reported from those of North Carolina, that it was practicable and expedient to construct a railroad through the State of North Carolina, between the boundary line of Tennessee, at the Painted Rock, and South Carolina. That application should be made to their Legislature for a railroad charter, and an Engineer be procured to make surveys of the several routes, with a view to ascertain the best, most direct and practicable line of location.

Dr. J. G. M. Ramsay reported from the delegates of Tennessee. The following are the material part of the report :

"That the improvements now in the progress of execution  
"on the Tennessee River claimed their first attention. That  
"this stream is the principal branch of the Ohio, and receives  
"tributaries from the several States of Virginia, North Carolina, Georgia and Alabama. That from its junction with  
"the Ohio to Florence, in Alabama, the navigation is unobstructed; steamboats of the largest tonnage ascend to that  
"place; above this point commences the Muscle Shoals,

“which have heretofore entirely obstructed the ascending navigation. That a munificent appropriation by the General Government of 400,000 acres of land had been made for their improvement. That around the Muscle Shoals a canal for steamboats was then progressing, having been under contract since the 20th of November, 1831, and is to be completed on the 1st of June, 1835. That in the opinion of the experienced Engineer employed, the fund was thought to be ample, and the work is in the hands of experienced and energetic contractors, guided by one of the ablest Engineers of the New York and the Chesapeake and Ohio Canals. On the opposite shore of the Muscle Shoals’ Canal a railroad was then constructing, to be about 40 miles long, around the entire length of these obstructions. That in the spring of 1831 a company surveyed and put under contract two miles of this road, from Tuscumbia to the river, which were completed in May, 1832. During the winter of 1832, the company surveyed and put under contract fifteen miles more of road, the route being extremely favourable. That the funds both for this and the canal are abundant, and the work on both sides was then prosecuted with rival spirit. From this place the navigation of the river is excellent at all seasons of the year, nearly 200 miles to a point within the southern boundary of the State of Tennessee. That here are obstructions which render the navigation difficult and dangerous, and although the steamboat Knoxville had hitherto passed them safely, they are considered obstacles to commerce. For their removal, and improvement of the river to Knoxville, the Legislature of Tennessee had appropriated \$60,000. And that, in the opinion of Colonel Long, the low water navigation of the river can, and will be made ‘quite equal, if not superior to that of the Ohio.’ He estimates also, that the expense of the improvement will fall below the sum appropriated to make the river navigable for steamboats to Knoxville at low water.”

The foregoing is as much of the report as I have thought proper to lay before you.

The following preamble and resolutions were then presented by General Anderson, and adopted unanimously by the Convention :

“Whereas, from satisfactory information which has been obtained it is the opinion of this Convention that it is perfectly practicable to construct a railroad from the navigable waters of East Tennessee so as to pass by the Painted Rock in North Carolina, and thence to Charleston. And whereas, this Convention look with deep and ardent anxiety to the accomplishment of the great object proposed, as embracing vast commercial and political interests, involving the prosperity of the South and West, and forming between them the strongest bond of perpetual union. Therefore, be 1st, Resolved, That this Convention recommend to the people of the respective States of Tennessee, North Carolina and South Carolina, the adoption of such measures as will secure the early accomplishment of this great means of commercial connection.

“2nd, That the several Western and Atlantic Railroad Committees, appointed by this Convention, be requested to unite their best efforts to obtain such legislative action from their respective States as will promote the object proposed; and also that they pursue such other and further measures, in all respects, as may contribute to the success of their great undertaking.

“3d, That the Chairman of this meeting be directed to correspond with the President of the United States, and to request that he will detail, if consistent with the views of the Government, a competent Engineer to make a survey of the railroad route proposed from ‘Columbia, South Carolina, to the mouth of the Nolichucky, in Tennessee, and thence a survey of the French Broad and Holston Rivers to Knoxville, Tennessee; and that the Chairman be requested to communicate the result of such correspondence to each of the

Committees of Tennessee, North Carolina and South Carolina.'

"4th, That it be recommended to the respective Committees to hold meetings, by equal number of delegates from their respective bodies, from time to time, as occasion may require, for the purpose of concerting measures to promote the great objects proposed."

After the adjournment of the Convention Mr. King, the Chairman, applied to the President of the United States, requesting that an Engineer be appointed to make the important surveys and locations contemplated. Colonel Long was detailed for that duty. The Committee for South Carolina presented to our Legislature a petition relative to the surveys, with a view to suitable locations, to be made through this State. This was done at the last session, and an appropriation of \$1,000 was made to defray the expenses of a survey within the limits of South Carolina, with a view to the location of a railroad for connecting "the Atlantic and Western waters," by a company hereafter to be established and chartered, and subject to the order of the Committee; but with a proviso, that the States of North Carolina and Tennessee make a similar or suitable appropriation on their parts, and that satisfactory evidences of their appropriations be furnished, so that they may be laid before our Comptroller-General, and be satisfactory to him.

In January last I received a communication from Colonel Long, informing me that he had been detailed for the aforementioned duty, to survey a route for a "railroad as contemplated by the Convention, leading from Columbia, South Carolina, to some point on French Broad River, and thence to Knoxville, Tennessee." He stated also that the expense attending the survey would not in all exceed \$3,000. In answer I informed him what our Legislature had done, and that the additional funds which may be required, must be appropriated by North Carolina and Tennessee. I have since understood that the surveys would first be made

through Tennessee and North Carolina, to our State line, and thence through South Carolina to the destined point of location.

This arrangement will remove all difficulties, and the survey will be commenced during this fall. Mr. King, the Chairman of the Convention, has corresponded fully with all parties on this important subject.

The Western Railroad will enter this State most probably through Spartanburgh District. The Ashville Convention has fixed its point of destination to be Columbia, and thence it will be extended to our Charleston and Hamburgh Railroad. This very important union of the commerce of the West with that of Charleston will connect our commercial, and most of our political interests. It will open the way for the enterprize of all citizens engaged in various pursuits, in trades of every kind, and in every profession; and it will also bring amongst us, from abroad, men of talent and of learning, who may wish to profit by our free institutions.

The Tuscumbia Railroad, mentioned in the Report of the Tennessee Committee, is located in a rich surrounding country. It is now progressing with rapidity and success. Twenty-five miles of it will be completed in January next, and the remaining twenty miles will be finished by June, 1835, and probably before that time.

In a letter written by Dr. Ramsay to Dr. Johnson and myself, from Knoxville, he says :

“I tell you as inhabitants of Charleston, and stockholders  
“in the South Carolina Railroad Company, that from the  
“best statistical information, the calculation is reasonably  
“made that 20 per cent. of the whole trade of the great Valley  
“of the Mississippi, imports as well as exports, will be  
“received and sent out through the port of Charleston and  
“your railroad.”

In Georgia two railroads are about to be established; one of them from Athens, and the other from Eatonton. Both are to be located to Augusta. and the Eatonton Road is

afterwards to be extended to some point on the Chattahoochee River. The citizens of Putnam County have called their attention earnestly to this most interesting subject. On the 26th of July last, they alone had secured the Eatonton Company's Charter by subscribing to stock to the amount of \$350,000. Charles P. Gordon, Esq., the President of the Company, writes to me in these words :

"I believe Charleston and the stockholders in your Company have a deep interest at stake in our enterprize. If successful, I have no doubt it will enhance the value of your stock ten per cent. per annum, besides throwing into the Charleston market a large portion of the staple of this State, that would otherwise not go there."

These two railroads will be near each other, and as they approach Augusta, may nearly join. It is not my province to suggest a location to the intelligent inhabitants of Georgia, but if I could so far presume, I think it would be best for the two Companies to join their funds and locate a railroad from an intermediate point, from Madison to Augusta. And as the Eatonton Company intends to extend its road to the Chattahoochee, I would suggest that half of the joint funds be applied to a railroad from Madison to Columbus. Another road could afterwards be projected from Columbus to Montgomery, in the State of Alabama. This plan would cause a very extensive intercourse, by railroad communication, between Alabama, Georgia and South Carolina, and I may add New Orleans. In fact, a journey from Charleston to Mobile and New Orleans would then, in a manner, become a journey of pleasure, as well as of business. Tuscaloosa is to the west of Madison; a railroad could at some future time be located between those two points. The distance from Tuscaloosa to Florence and Tuscumbia is about 100 miles. By means of another railroad between those two towns the trade of the Mississippi, the Ohio and Tennessee, could be then extended through Alabama and Georgia to South Carolina. The citizens of Georgia, however, know

best their own interests, and the above must be considered only as my speculations, on a very important subject.

Fellow-citizens, I must now apologize to you for having taken up so much of your time, and some of my topics and remarks may appear to you desultory; but I have thought proper to make them, the better to explain my views, as regards the importance of the railroad system to South Carolina, and to our Southern and Western country. I must, however, request your indulgence for a few minutes longer.

Many of our citizens, friendly to the views of our Company, and wishing as far as was in their power to improve the commerce and prosperity of our State, not only permitted our railroad to pass through their lands, which they presented free of cost, but they also gave us liberty to use their timber. This was done for a considerable distance along the line of location, and was in addition to the purchases of lands, which the Company had to make. These acts were generous as to the Company, and patriotic as regards the State. To all these citizens, in the name of the Company, I do now tender its sincerest thanks and acknowledgments.

I must speak more particularly of Mr. Henry Shultz. This gentleman is the founder of Hamburg; having converted lands, situated on and near Savannah River, opposite to Augusta, and which were considered formerly not of great value, into an incorporated town, which hereafter may be of commercial importance to South Carolina. He, some time ago, presented and conveyed to our Company several lots, forming squares in Hamburg, and on which our depository and buildings are erected. Acknowledgments for the generous gift have been made by the Direction to Mr. Shultz but I consider it due to him thus publicly to renew those acknowledgments; therefore, in the name of the Company, I present to him its most cordial thanks, for his generous and liberal donation.

The direction of the Company, at the commencement of our great work, was successful in procuring Engineers and

Officers of respectability and talent, and the contractors were men of industry and perseverance. On like circumstances depends the success of all great enterprizes. At length, aided by such advantages, all obstacles and difficulties have been surmounted, and we have completed our railroad from "Lines' Street," near our city, to Hamburg; and in a short time, we will bring it to the boundary of Charleston.

But, it seems, that difficulties, fears and prejudices are yet to be encountered, before it shall be brought into the city. The removal of these must depend hereafter on the wisdom of our civil authorities, and on the good common sense of our citizens. All that the Company and the Direction expect and desire is, that the railroad will become as eminently important to South Carolina, as the system has been to other countries and States, and that it will cause our city of Charleston to arrive at the distinction which she merits, and at the height of commercial prosperity and importance.

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## APPENDIX.

*Letter from James A. Meriwether, Esq., to the President of the  
South Carolina Canal and Railroad Company.*

"Eatonton, (Geo.) June 8th, 1831.

The apology which I have to offer for the present intrusion on your attention, and that too by one who is unknown to you, either by character or person, is found in the importance of the subject I wish to present to your consideration.

The commencement and probable completion of the railroad from Charleston to Hamburg, in South Carolina, has awakened a spirit of enterprize in the people of this State. Savannah is struggling to revive its former trade, and to ward off the injury which the success of this railroad will do to its present small remnant of trade. To do this, she believes the construction of a railroad from her city to Columbus, via

Macon, will prove effectual. The interior of the State, unwilling to make sacrifices any longer to sustain the prosperity of any section, a point in the State is, enquiring when a railroad can be constructed affording the greatest facilities and advantages to the *people*.

The question is now seriously agitated, whether a railroad commencing at Augusta, with the termination of the Carolina Railroad, and running thence to Le Grange, in Troup County, via Warrenton, Eatonton and Monticello, will not afford greater advantages to a larger number of people, than any other road of the same length, in any other direction of the State, and yield likewise a greater per cent. on the capital? This road must pass through the very heart of all the rich populous cotton growing Counties of the State, and cannot exceed in length 200 miles.

After the road reaches the County of Hancock, enough stone can be had at convenient distances to it to construct it of that material, from that point to its termination, provided it should be deemed preferable to wood. There can be no doubt as to the transportation on this road, of all the cotton and other produce which is raised within 40 miles of it, until the road reaches the neighborhood of Macon, between the Ocmulgee and Flint Rivers. No doubt can then be entertained as to the destination of that raised in that section of country; for the character of the Ocmulgee for navigation has thus far induced the merchants of Macon oftentimes to land their goods at Augusta, and haul them with wagons to the former place. After the road shall have reached the point of termination, its opposition must arise from the south side of the Pine Mountain, at Columbus. The richest portion of the country between the Flint and Chattahoochee Rivers, lies above this mountain. The farmers find a sale for their produce at Columbus, and some of the merchants purchase their goods at New Orleans; but many, and much the largest part, purchase their goods at Charleston and New York, ship them to Augusta, and at an enormous expense, transport them

in wagons to that country. The fertility of the soil in this region promises to render it no less conspicuous in point of wealth in a few years, than the most prominent part of Georgia is at this time.

The want of a good outlet through the Pine Mountain—the difficulty of navigation down the Chattahoochee River at certain seasons of the year—the great superiority of railroad transportation over that of water carriage—the difficulties and dangers of navigation around the Florida Capes—the swarms of pirates along that coast—the delay and uncertainty of transportation and the high rate of insurance, will induce and determine this portion of the State to seek this road as an outlet for its produce, and the return of its merchandize.

An extension of one branch of this road from similar causes, to the head of steamboat navigation on some of the principal rivers of Alabama, and another to the Tennessee River, below the Muscle Shoals, would command the transportation of all the merchandize and produce of Alabama, Mississippi, Tennessee, and a part of Kentucky and Ohio. In the construction of such a road, is it probable that the city of Charleston would lend its countenance? Could stock be subscribed for in Carolina? Would the railroad company prefer such a route to the extension of their own, through the Saluda Gap into Tennessee, or terminating at that point? If Savannah should construct a road from her city to Augusta, would not Charleston be able, from its present capital, and its probable increase, to afford more than equal advantages to the farmer and merchant disposed to visit it, or Savannah? And would the construction of such a road induce your Company to prefer the continuation of their own to Saluda Gap, in preference to the one from Augusta to LeGrange, when, if not constructed, they would prefer the Georgia road? What is the proposed freight down on your road? What up? What is the probable durability of the road? Have any circumstances depressed the price of your stock? Has the work thus far, from use, proven insufficient? It is in con-

templation to call a meeting of delegates from the Counties most interested in this road shortly, for the purpose of making some arrangements to obtain a charter, for a road on the route proposed, and in making our plans for a road, the acquisition of the Western trade is an object to be kept constantly in view.

If Savannah should succeed in a charter for the route she proposes, she must draw all the produce transported on it from the neighborhood of Macon and Columbus. The poverty of the country through which it must pass, will forbid the idea of receiving but little freight, other than at those places. If it should be constructed, most of the produce will be hauled to Augusta, on the common road, which would be transported on the proposed road from that place to La Grange. I should be happy to hear from you on the points to which I have particularly directed your attention, at as early a moment as your convenience will permit.

Respectfully your ob't ser'vt.

JAMES A. MERIWETHER.

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*Copy of a Letter to James A. Meriwether, Esq., of  
Eatonton, dated.*

Charleston, S. C., June 21st, 1831.

Sir.—Your letter of the 8th instant has been duly received. The subject is one of great importance, and deeply concerns the future prosperity of our Southern country. I received a few weeks ago, a letter from Mr. G. Holsey, of Sparta, Georgia, requesting information on several points respecting railroads, and particularly as to ours from Charleston to Hamburg and Augusta; but he mentioned no particular route for a railroad. I wrote to him that I judged from his letter that one was in contemplation from Sparta to Augusta, a distance of about 80 miles; that

the work would be very important, but that it must be hereafter continued, in order to afford every facility to the commerce of the interior of the country.. I proposed a continuance of a railroad to Monticello; afterwards thence to the Alabama line, thence to the falls of the River Black Warrior, near Tuscaloosa, and lastly from thence to Florence, on the Tennessee River, and near the Muscle Shoals.

I observe that your route from Augusta to La Grange, in Troup County, by the way of Warrenton, Eatonton and Monticello, forms an important part of what I proposed to Mr. Holsey; and the time will come, when a plan similar to it will, and must be accomplished, and until it shall be carried into execution, it may be really said that the great wealth and resources of the South have not been developed, and are hidden from us. This work will require time, but a commencement must be made, and what is proposed will be a material part of that commencement.

We can certainly have no objection to Savannah's reaping a part of all advantages which will arise from commercial enterprise, and to which her situation will entitle her. There must be, in time, a sufficient and ample commerce for her to have a due portion of trade. Let, therefore, the contemplated railroad from Columbus to Macon be made, and from thence to Savannah, if the commerce of that city shall be revived by it. This will, no doubt, tend to increase the prosperity of the South. I rather suppose, however, that nothing can be done to cause that city to rival Charleston in commercial advantages; but let her have her advantages. This will not hinder Charleston from becoming the chief Southern commercial outlet to the Atlantic. If a railroad from Columbus to Macon be located and completed, another can be made from Macon to Monticello, a distance of about 35 miles. This would give an option to merchants and planters to send the produce of the country about Columbus to Savannah, or they may go with it to Augusta, and thence take our railroad to Charleston. Let what may happen,

Augusta must become, as it were, the commercial entrepot of the interior; and she will find the superior advantages, which Charleston will always afford, for her commercial exertions.

I agree with you in all the views you have taken on the subject of difficulties and dangers of the navigation around the Florida Capes. For the reasons you have mentioned, the commerce with New Orleans will, as a matter of course, be abandoned, after the railroads proposed shall be completed. The extension of the road through a large portion of Alabama, and thence to Tennessee River, will become all important to Tennessee, to Alabama, to Georgia, and to South Carolina. A very large portion of the trade must then pass through those States from the interior of the other States, and all, or nearly all, will go to Augusta, and thence to Charleston by our railroad, or to Savannah by the river; and this to avoid going to New Orleans, whereby very eminent risks to the transportation of the produce of the country to Europe, and to the return cargoes, will be avoided.

Taking every circumstance into consideration, Augusta must hold a very important station, after the accomplishment of these great designs, of those great public works. She will be to the Southern and Southwestern States what Albany is, and will always be, to New York. Augusta should, therefore, come forward boldly in the aid of these great enterprises; she should have no hesitation; she should consider herself deeply interested in the South Carolina Railroad, lend her assistance to its completion, and its perpetuity, and also afford every aid to the roads to be made in Georgia and Alabama; and by so doing, she must become a very great commercial city.

Should the road through Alabama be extended to Florence, on the Tennessee River, that branch of it would open a communication with the western part of Tennessee and Kentucky, and with the whole Western and Northwestern country, and it would connect Augusta with thousands of

miles of steamboat navigation. Alabama may not, for a time, adopt the plan of these railroads, to the full extent, and may decline for a time the arrangement proposed; in that case it should be a matter of consideration with Georgia to construct a line of railroads to the Tennessee River, nearest the northern point of her territory, say near Nickajack. Tennessee would certainly come into the measure, for it would be one of the means of giving her an outlet to the Atlantic, by the way of Augusta to Charleston, and to Savannah by the river.

You may be assured that Charleston has no jealousy as to the prosperity of Savannah; she is a Southern city, important to a large portion of South Carolina, and her interest should be fostered; and whenever these contemplated railroads shall be made and completed, there will be ample and sufficient commerce for *all*. Speculations respecting railroads and their future importance may be carried to any extent. With regard to the proposed railroad through the Saluda Gap to join our railroad, such a work will be of high importance to South Carolina, at any rate; and more especially should the Convention now in session at Estillville, in Virginia, determine that Charleston should be the great outlet to the Atlantic, for the Southern, Western and Northwestern interior; but on account of the mountainous country, difficulties at first must attend its construction.

We have several of our public roads already established in suitable directions to meet the object, and steamboat navigation has been opened for a considerable distance, by clearances in the Tennessee and French Broad Rivers. A steamboat has already navigated from the Muscle Shoals to Kingston. Further improvements can and will still be made, and taking the course from Kingston, of the Tennessee and French Broad Rivers, the distance by water, and by a railroad to be constructed to Saluda Gap, cannot be more than one hundred miles, part of the route from thence being mountainous, the country must be explored with attention and

skill, before a location or any commencement of a railroad can be made; and should it be located to pass from the Gap, through Pendleton, Abbeville and Edgefield, it will then meet our railroad at the Horse Pond, within sixteen miles of Augusta. Branches of such a road would afterwards be extended to Columbia, and to other parts of this State.

A route may be preferred to follow the valleys of rivers, say from the head of the French Broad to the Chatigua, thence on the South Carolina side of the Tugaloo and Savannah Rivers to Vienna, and thence to Edgefield, and afterwards to meet our railroad. By such a location much of the mountainous country may be avoided; but nothing can be finally determined until the country shall be fully examined and explored. It may be found that the best location will be from the Saluda Gap to Greenville, Laurensville, Newberry and Columbia, and from this last place to Orangeburgh, and then to our railroad.

Should the valley routes be preferred, the railroad may run from Vienna along the Savannah River to Hamburg and Augusta. Our railroad company viewing the great importance of this subject, and the object to be gained, sent a delegation to the Convention at Estillville, but we have not as yet heard from our delegates. I cannot inform you at present as to any aid which South Carolina may give to the railroads to be made in Georgia. The public is always cautious in vesting funds in new objects, and our Company has found difficulties in having its stock subscribed for.

Our aim at present is the completion of our road, which is now successfully progressing; and we hope to complete our work before the end of the next year, and to have our railroad in full operation in January, 1833, at furthest. Our success will inspire the public confidence, and then you may expect that capital will be vested in your stock. Little of our stock has been in market, but it is supposed that in a few months it will rise in value. No shares have been forfeited. We have not as yet fixed our rates of freight;

but on this subject I must refer you to the charter of the Company.

As far as we have gone we have found our work perfectly sufficient as to strength. Its durability is to be hereafter tested. We use the best timber to be procured, and then the work is varnished. Our repairs, if practicable, may hereafter be of stone. I would recommend you to procure your charter, at the next meeting of your Legislature. You will have it granted to you, no doubt, on the most extensive and liberal terms. I approve very much all your plans. Your views are correct, and therefore your plans must succeed; but I think you had best extend them to Savannah, and then you will have your whole State engaged in one interest.

As regards the preference you speak of, I can only say that as Charleston, from her situation, must, to a very great extent, and in any event, be the natural and chief outlet to the Atlantic, our Company cannot but desire the completion of a railroad, if possible, by the way of the Saluda Gap, as contemplated; but, at the same time, we see also the great, the immense importance of the line of road from Augusta, through Georgia and Alabama to Florence, or to the Tennessee; and therefore we would wish for the success of both plans. They will both prove their public utility and will promote the prosperity of our Southern country.

I write you this, not as President of the South Carolina Canal and Railroad Company, but as an individual deeply interested in the prosperity of our country. You may act as you think proper with this letter; probably the views of both of us should be made public, and they may elicit the best information on a subject, though in some measure new, yet it is all important to the future welfare of our respective States.

I am sir, very respectfully,

Your obedient servant,

ELIAS HORRY.

The Committee appointed by the Chamber of Commerce, on the 4th of February, 1828, reported March 3rd :

Alexander Black, Joseph Johnson, William Aiken, Charles Edmondston, Thomas Bennett, Simon Magwood, James Adger, James Ross, J. N. Cardozo, T. Tupper.

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The Civil Engineers employed to ascertain the situation of the lands, and the levels, through which the line of location may run, from Charleston to Hamburgh, and who reported on the 15th of March, 1828 :

Messrs. Charles Parker and Robert K. Payne.

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First Direction of the Company, elected May 12th, 1828 :  
William Aiken, President.

Directors—Alexander Black,\* Thomas Bennett, Joseph Johnson, John Gadsden, A. S. Willington, E. L. Miller, T. Tupper, William Bell, John Robinson, Thomas Napier, Henry F. Faber, James Holmes.

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Secretaries—Edwin P. Starr, Secretary, who resigned, and John T. Robertson was elected in June, 1829.

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Exploring Surveyors—Colonel J. B. Pettival, Mr. C. E. Detmold, Mr. R. K. Payne.

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The United States Engineers who made the first surveys for location .

Dr. William Howard, U. S. Civil Engineer; Messrs. Harrison, Swift, Guion, Anderson, and Belin, U. S. Assistant Civil Engineers.

The maps and profiles were drawn by Messrs. Harrison, Anderson and Belin.

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\* Afterwards Commissioner.

Civil Engineers employed by the Direction after the departure of the United States Engineers :

Horatio Allen, Chief Engineer., J. B. Pettival, Exploring Engineer.

Residents—C. E. Detmold, E. Watts, P. Martineau, W. B. Thompson, James Clarke, C. O. Pascallis, A. A. Dexter.

Commissioner—Alexander Black, who lately resigned, and then appointed Director.

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Civil Engineers now in the employ of the Company :

Horatio Allen, Chief Engineer. James Clarke, on the Western Division; Assistant, J. B. Lithgow. P. Martineau, on the Eastern Division; Assistant, J. L. Cole.

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Present Board of Direction :

Elias Horry, President of the Company.

Directors — William Aiken, William Bell, Alexander Black,\* J. J. Bulow, Dr. S. H. Dickson, John Dixon, H. F. Faber, John Haslett, B. J. Howland, Dr. Joseph Johnson, Henry Ravenel, Tristram Tupper.

Secretary and Treasurer—John T. Robertson.

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\* Appointed in the room of James Adger, who had resigned.

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